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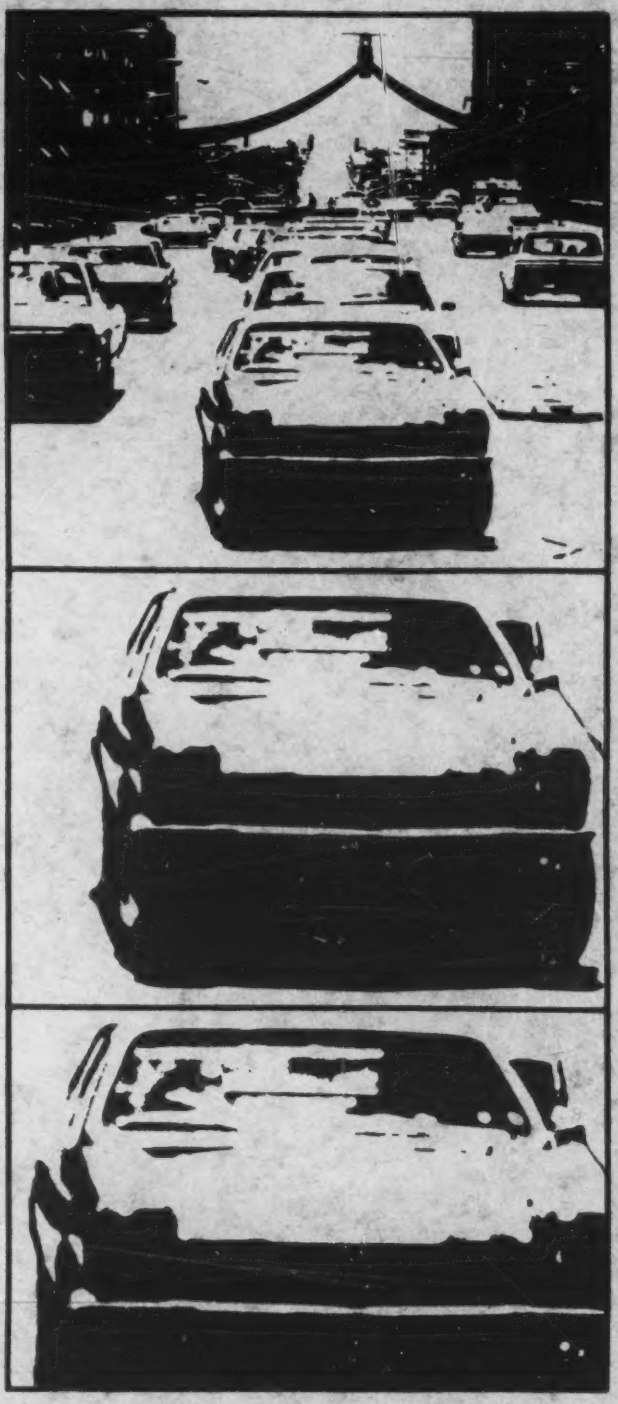
UTAH
TRAFFIC ACCIDENT SUMMARY

1984



JULY 1, 1985

UTAH DEPARTMENT OF PUBLIC SAFETY

LARRY E. LUNNEN, *Commissioner*

PREPARED BY UTAH HIGHWAY SAFETY DIVISION
4501 South 2700 West
Salt Lake City, Utah 84119

UTAH
TRAFFIC ACCIDENT SUMMARY

1984

JULY 1, 1985

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INTRODUCTION

For the 1984 calendar year, there were 274 fatal crashes resulting in 315 fatalities in Utah. This is an increase in the number of deaths over 1983, which totaled 253 fatal crashes and 283 fatalities. In 1984 over 1983, pedestrian fatals decreased while motorcycle and large truck fatals increased.

During 1984, 41% of traffic fatalities in Utah were alcohol related (129 people were killed in such crashes). There was significant legislation enacted in Utah during 1983 concerning this problem. Areas of new legislation included administrative per se, mandatory jail for multiple offenders, and new taxes to pay for the extra efforts. Increased federal funds (408) are also programmed for drinking driver programs in the State. This priority area will receive increased efforts and attention in the future.

Of the 259 drivers and passengers killed in Utah during 1984 as the result of traffic crashes, only 16 (6.2%) were using occupant restraints at the time of the crash. The use of such restraints could save many lives, and there will be major program emphasis in this area during the next few years.

PROJECTIONS

During the 1970's the factor most influencing highway safety in Utah was the energy crisis. The decreased availability and increased cost of fuel led to the nationwide 55 mile per hour speed limit in 1974. The number of fatalities have decreased significantly since that time over prior years, with 1972 still the year with the largest number of highway fatalities on record in Utah totaling 382.

While the energy situation of the 1970's decreased fatalities in the short run, its long range impact has been to increase highway safety problems in Utah. Increased energy prices have led to increased development of Utah's energy resources. This has resulted in "boom" situations in many areas, and an overall increased population growth for the State.

The population of Utah is forecasted to increase to 1.79 million by 1986, and to almost 2.0 million by 1990. There are 1 million licensed drivers in Utah at the present time, and this number will be over 1.2 million by 1986. The number of registered vehicles and miles traveled are increasing with this overall growth in the State.

In addition to effecting population growth, the energy crisis of the 1970's had other lasting impacts related to future highway safety concerns in Utah. Vehicle use and design has been altered to accommodate the approximate 400% increase in fuel costs since 1974. In efforts to decrease fuel consumption, the driving public and automobile manufacturers have turned to smaller and lighter automobiles. It has been demonstrated that the likelihood of severe or fatal injury as the result of a traffic crash is about twice as great for occupants of a small vehicle as for occupants of a large vehicle. Other types of travel which results in high injury severity crashes, including pedestrian, bicycle and motorcycle, are also expected to increase during the 1980's.

Highway Safety efforts in the 1980's will be concentrated in two general areas - The reduction in the incidence of traffic crashes and the reduction in injury severity sustained by those involved in traffic crashes. To reduce crash incidence, increased resources will be allocated to effect drivers known to be over-involved in traffic crashes. Such groups of drivers are the drinking driver, young driver, and the driver with large numbers of violations on record. The identification, licensing and control on these drivers will receive increased attention. To reduce crash severity, resources will be allocated to increase the availability and use of safety equipment, such as safety belts and harnesses, and child restraints.

DATA SOURCE

The data used in this analysis was taken from fatal crash records collected by the Utah Highway Safety Office. These records include the State Accident Report and a Supplemental Fatal Accident Report. Information is also collected from newspapers, death certificates and obituaries. The statistical package, Minitab (Wang) is used to extract the information comprising this analysis. Data from Utah fatal accidents are entered on the National Fatal Accident Reporting System maintained in Washington, D.C., through an IBM on-line terminal.

UTAH ACCIDENTS

1948 - 1984

Year	Total Accidents	Fatal-ities	Injur-ies	Number of Accidents Fatal	Number of Accidents Injury	Mil. Veh. Miles	Death Rate Per 100 Mil. Veh. Miles	Fatal Acc. Rate Per 100 Mil. Veh. Miles	Injury Rate Per 100 Mil. Veh. Miles	Total Acc. Rate Per 100 Mil. Veh. Miles
1948	9,961	220	3,982	169	2,675	2,351	9.36	7.19	169	4.24
1949	11,092	174	3,808	151	2,614	2,475	7.03	6.10	154	4.48
1950	12,705	188	4,459	169	3,004	2,839	6.62	5.95	157	4.48
1951	16,475	207	5,132	174	3,495	3,015	6.87	5.77	170	5.46
1952	17,710	246	5,140	184	3,474	3,050	8.07	6.03	169	5.81
1953	16,373	209	4,945	185	3,305	3,232	6.47	5.72	153	5.07
1954	15,103	209	4,495	176	3,016	3,336	6.27	5.28	135	4.53
1955	18,060	203	5,036	166	3,390	3,075	6.60	5.40	164	5.87
1956	17,531	215	4,812	176	3,310	3,310	6.50	5.32	145	5.30
1957	19,054	222	5,022	181	3,397	3,366	6.60	5.38	149	5.66
1958	22,220	193	5,658	171	3,762	3,531	5.47	4.84	160	6.29
1959	23,506	205	5,992	171	3,946	3,784	5.42	4.52	158	6.21
1960	26,478	256	9,128	200	5,576	3,852	6.65	5.20	237	6.87
1961	25,732	236	10,412	197	6,257	3,997	5.90	4.93	261	6.44
1962	26,613	233	11,133	186	6,968	4,240	5.50	4.34	263	6.26
1963	27,340	263	12,603	198	7,798	4,549	5.78	4.35	277	6.01
1964	29,452	295	14,096	246	8,636	4,790	6.17	5.14	294	6.15
1965	29,525	281	14,361	242	8,856	4,997	5.62	4.84	287	5.91
1966	29,957	331	14,994	265	9,076	5,079	6.52	5.22	295	5.90
1967	30,992	275	14,401	231	8,888	5,257	5.24	4.39	274	5.90
1968	34,532	289	15,539	258	9,550	5,539	5.22	4.66	281	6.23
1969	34,766	308	15,977	251	9,850	5,802	5.31	4.33	275	5.99
1970	35,166	335	17,076	276	10,722	6,108	5.49	4.52	280	5.76
1971	39,108	337	18,073	280	11,399	6,544	5.15	4.28	276	5.98
1972	39,856	382	18,261	312	11,630	6,969	5.48	4.48	262	5.72
1973	38,234	361	18,415	304	11,710	7,274	4.96	4.18	253	5.26
1974	31,401	228	16,268	204	10,560	7,457	3.06	2.74	218	4.21
1975	36,426	274	17,762	245	11,441	7,942	3.45	3.09	224	4.58
1976	34,345	254	18,315	225	11,685	8,420	3.02	2.67	218	4.08
1977	38,524	360	19,728	310	12,652	9,054	3.98	3.42	218	4.26
1978	42,684	376	21,029	315	13,423	9,826	3.83	3.21	214	4.34
1979	40,468	328	20,798	287	13,449	9,811	3.34	2.93	212	4.12
1980	33,582	335	17,828	292	11,701	10,645	3.15	2.74	167	3.15
1981	35,989	364	18,090	321	11,624	10,733	3.39	2.99	169	3.35
1982	38,192	296	17,538	263	11,504	10,947	2.70	2.40	160	3.48
1983	40,989	283	18,910	253	12,317	11,228	2.52	2.25	168	3.65
1984	47,489	315	20,487	274	13,477	11,744*	2.67*	2.44*	174*	4.04*

*Estimated

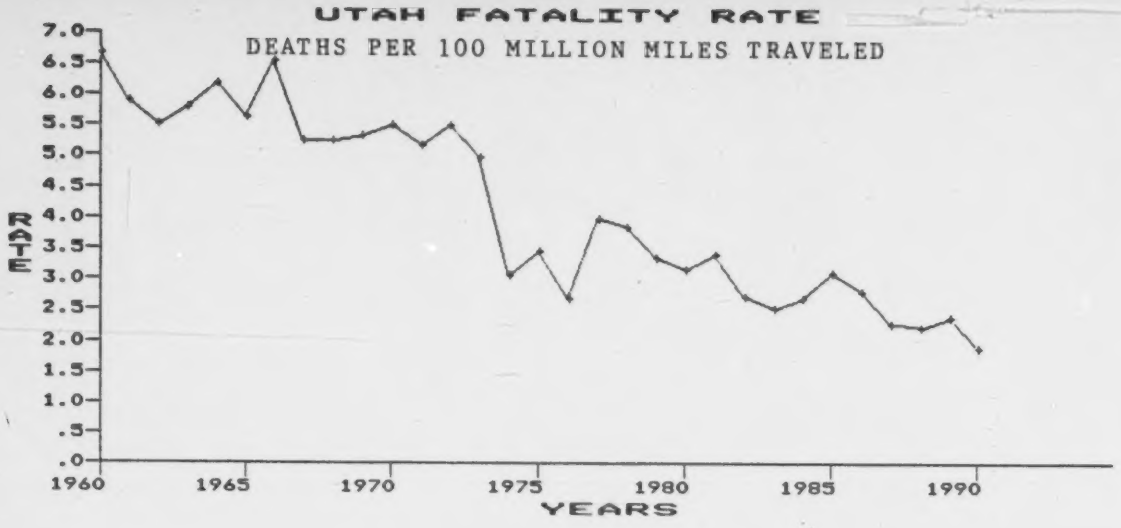
CUMULATIVE NUMBER OF FATAL ACCIDENTS
Number Killed

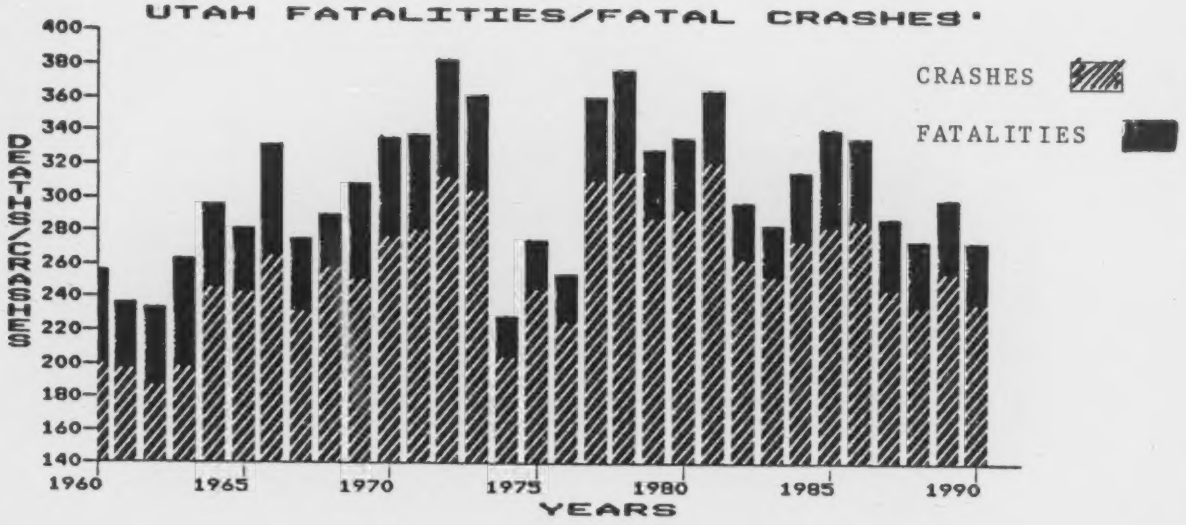
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	DEATHS PER 100 MILLION VEHICLE MILES TRAVELED
1975	18/21	33/41	42/52	54/67	78/91	106/125	131/150	161/183	184/209	208/233	227/255	245/274	3.45
1976	20/22	45/55	58/69	69/80	88/103	102/119	134/155	153/176	173/198	195/221	210/238	225/254	3.02
1977	19/21	37/41	60/65	78/86	104/115	135/148	172/195	204/242	229/272	260/309	283/333	310/360	3.97
1978	12/14	30/33	51/54	75/82	97/105	131/146	176/204	209/252	243/295	272/327	298/358	315/376	3.83
1979	25/26	38/40	61/65	88/95	111/121	137/148	168/181	196/213	227/256	243/275	266/305	287/328	3.34
1980	18/20	31/34	53/59	79/90	103/117	132/147	159/182	185/211	214/242	242/275	267/309	292/335	3.15
1981	23/25	42/46	64/69	88/99	109/125	140/161	182/206	218/245	241/269	269/303	295/331	321/364	3.39
1982	13/15	29/33	55/61	72/80	96/108	119/134	152/173	186/211	216/246	231/261	248/278	263/296	2.70
1983	22/23	38/39	58/63	73/82	91/101	118/131	146/161	174/193	200/220	221/243	242/267	253/283	2.52
1984	11/11	21/22	36/39	63/69	89/100	119/134	145/167	183/209	215/244	237/269	255/292	274/315	2.67*

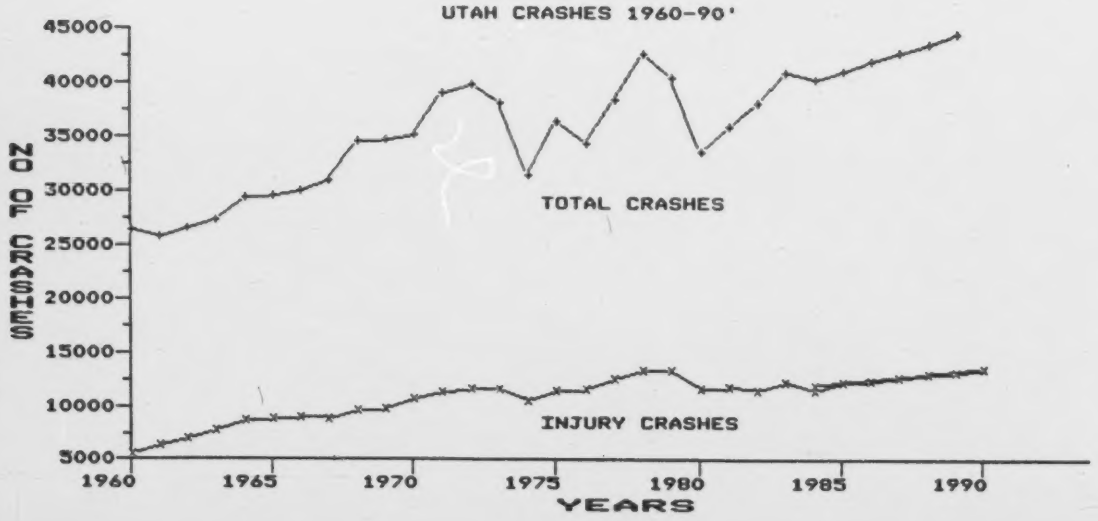
Cumulative difference in deaths between current year and previous year:

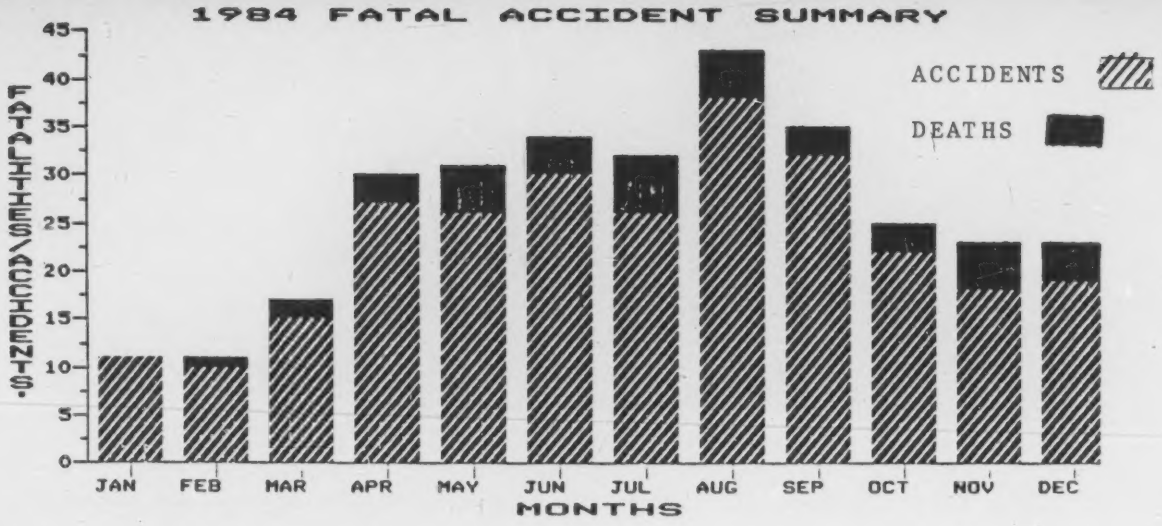
Compiled by the Utah Highway Safety Program Office
Utah Department of Public Safety
4501 South 2700 West, Third Floor South
Salt Lake City, Utah 84119

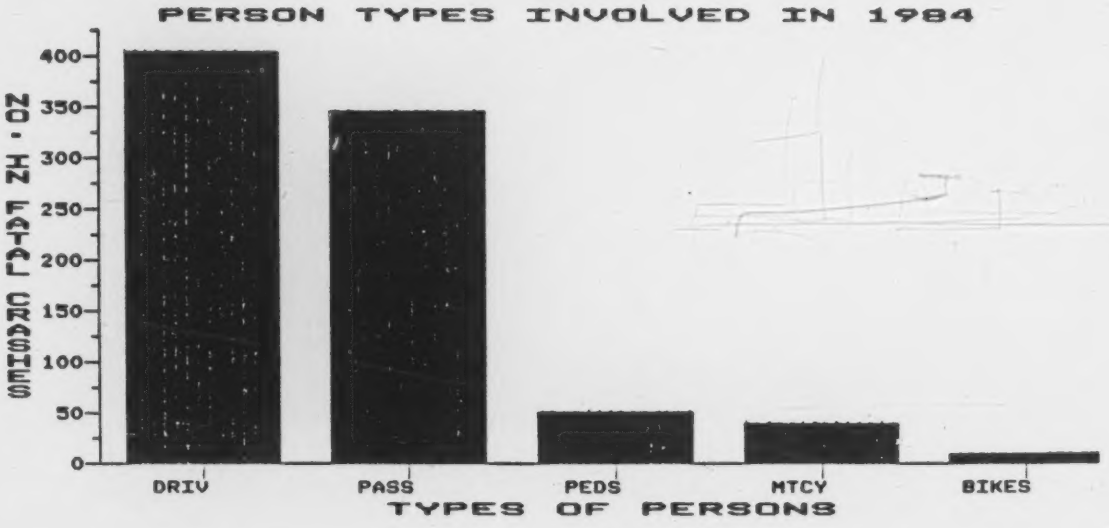
*Estimated
Revised: January 15, 1985

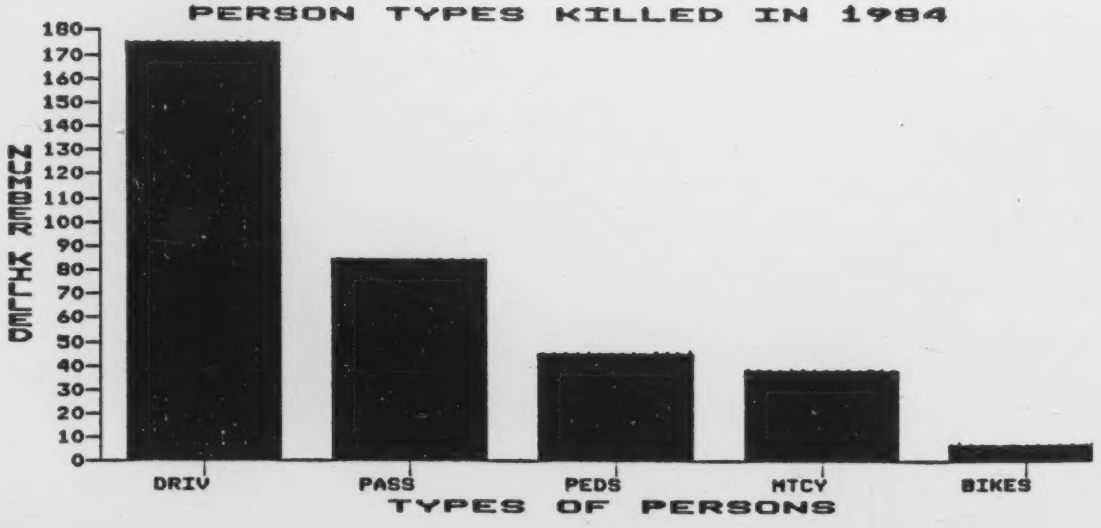

UTAH FATALITY RATE
DEATHS PER 100 MILLION MILES TRAVELED
RATE
7.0
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
.5
.0
1960
1965
1970
1975
1980
1985
1990
YEARS


UTAH FATALITIES/FATAL CRASHES'
CRASHES
FATALITIES
DEATHS/CRASHES
400
380
360
340
320
300
280
260
240
220
200
180
160
140
1960
1965
1970
1975
1980
1985
1990
YEARS


UTAH CRASHES 1960-90'
NO OF CRASHES
45000
40000
35000
30000
25000
20000
15000
10000
5000
TOTAL CRASHES
INJURY CRASHES
1960
1965
1970
1975
1980
1985
1990
YEARS


1984 FATAL ACCIDENT SUMMARY
ACCIDENTS
DEATHS
NUMBER OF ACCIDENTS/DEATHS
0
5
10
15
20
25
30
35
40
45
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
MONTHS


PERSON TYPES INVOLVED IN 1984
NO. OF PERSONS INVOLVED
0
50
100
150
200
250
300
350
400
DRIV
PASS
PEDS
MTCY
BIKES
TYPES OF PERSONS


PERSON TYPES KILLED IN 1984
NUMBER KILLED
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
DRIV
PASS
PEDS
MTCY
BIKES
TYPES OF PERSONS

TYPE OF ACCIDENT — CLASSIFICATION OF ACCIDENTS

	TOTAL ACCIDENTS	FATAL	INJURY	PROPERTY DAMAGE
PEDESTRIAN	895	45	764	86
OTHER MOTOR VEHICLE	34743	100	8588	26055
RAILROAD TRAIN	67	1	26	40
ANIMAL	1653	1	130	1522
FIXED OBJECT	2329	16	541	1772
BICYCLE	629	7	527	95
OTHER OBJECT	552	1	146	405
OVERTURNED	811	17	443	351
RAN OFF ROAD	5374	83	2184	3107
OTHER NON COLLISION	436	3	128	305
TOTAL ACCIDENTS	47489	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419

INVESTIGATING AGENCY

URBAN ACCIDENTS	TOTAL ACCIDENTS	FATAL	INJURY	PROPERTY DAMAGE
NOT STATED	2			2
HIGHWAY PATROL	4205	26	1413	2766
CITY POLICE	27495	84	7543	19868
SHERIFF	6300	18	1712	4570
OTHER	218	0	41	177
TOTAL ACCIDENTS	38218	128	10709	27383
TOTAL PREV YEAR	32177	121	9679	22377
RURAL ACCIDENTS				
NOT STATED	2			2
HIGHWAY PATROL	4674	109	1681	2884
CITY POLICE	2808	25	611	2172
SHERIFF	1727	12	465	1250
OTHER	58	0	11	47
TOTAL ACCIDENTS	9267	146	2768	6355
TOTAL PREV YEAR	8812	132	2638	6042

LIGHT CONDITIONS	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
DAYLIGHT	31787	141	9001	22645
DAWN OR DUSK	2800	12	782	2006
DARK ROAD LIGHTED	6867	43	2056	4768
DARK ROAD UNLIGHTED	5694	78	1591	4025
NOT STATED	341	0	47	294
TOTAL ACCIDENTS	47489	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419

WEATHER CONDITIONS				
CLEAR OR CLOUDY	38454	235	11181	27038
RAIN	3162	17	932	2213
SNOW	4369	16	1011	3342
FOG	1050	5	275	770
DUST OR WIND STORM	31	0	11	20
NOT STATED	423	1	67	355
TOTAL ACCIDENTS	47489	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419

ROAD CONDITIONS				
DRY	31777	221	9661	21895
WET	7572	32	2141	5399
MUDDY SLIPPERY	171	1	37	133
SNOWY SLIPPERY	4564	11	919	3634
ICY	3131	9	683	2439
NOT STATED	274	0	36	238
TOTAL ACCIDENTS	47489	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419

ROAD CHARACTER				
STRAIGHT LEVEL	32571	142	9043	23386
STRAIGHT GRADE	7881	57	2206	5618
STRAIGHT HILLCREST	781	0	251	530
CURVE LEVEL	2472	29	811	1632
CURVE GRADE	3141	44	1007	2090
CURVE HILLCREST	216	1	67	148
NOT STATED	427	1	92	334
TOTAL ACCIDENTS	47489	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419

TRAFFIC CONTROL	TOTAL ACCIDENTS	FATAL	INJURY	PROPERTY DAMAGE
OFFICER OR WATCHMAN	202	1	60	141
FLAGMAN	190	3	75	112
TRAFFIC SIGNAL	7449	12	2508	4929
TRAFFIC SIGNAL FLASHING	225	0	64	161
STOP SIGN	5239	25	1677	3537
YIELD SIGN	482	3	159	320
RR GATES OR SIGNAL	72	3	29	43
OTHER	3449	42	1147	2260
NO CONTROL PRESENT	29862	186	7698	21978
NOT STATED	319	2	60	257
TOTAL ACCIDENTS	47498	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419
KIND OF LOCALITY				
MANUFACTURING	2646	9	674	1963
SHOPPING OR BUSINESS	17154	39	4416	12699
RESIDENTIAL DISTRICT	14531	60	4134	10337
SCHOOL OR PLAYGROUND	1402	0	337	1065
FARMS AND FIELDS	3148	31	987	2130
OPEN COUNTRY	8329	135	2868	5326
NOT STATED	279	0	61	218
TOTAL ACCIDENTS	47489	274	13477	33738
TOTAL PREV YEAR	40989	253	12317	28419
TYPE OF MOTOR VEHICLE				
HIT AND RUN	2949	4	272	2673
PASSENGER CAR	57058	201	16262	40595
PICKUPS	20675	111	5191	15373
TRUCK OR TRUCK TRACTOR	1677	20	411	1246
TRUCK AND TRAILER	1864	39	470	1355
BUS	237	2	56	179
SCHOOL BUS	93	2	14	77
FARM TRACTOR	39	1	7	31
MOTORCYCLE	1602	37	1238	327
MOPEDS	19	0	14	5
OTHER	396	3	106	287
NOT STATED	173	1	38	137
TOTAL VEHICLES	86785	421	24079	62285
TOTAL PREV YEAR	77287	366	21619	50302

FATAL CRASHES BY COUNTY

	1982		1983		1984	
	TOTAL	%	TOTAL	%	TOTAL	%
BOX ELDER	11	4.2	6	2.3	16	5.8
DAVIS	10	3.8	17	6.7	18	6.6
GRAND	7	2.8	6	2.3	9	3.3
IRON	5	1.9	3	1.2	9	3.3
SALT LAKE	73	27.8	73	28.9	85	31.0
SUMMIT	10	3.8	5	2.0	8	2.9
TOOELE	11	4.2	8	3.2	9	3.3
UTAH	29	11.0	24	9.5	25	9.2
WASHINGTON	12	4.6	4	1.6	8	2.9
WEBER	10	3.8	24	9.5	20	7.3
PERCENTAGE OF TOTAL		67.9		67.2		75.6
BEAVER	2	0.7	2	0.8	2	0.7
CACHE	6	2.3	6	2.3	4	1.5
CARBON	12	4.6	6	2.3	4	1.5
DAGGETT	3	1.2	1	0.4	2	0.7
DUCHESNE	4	1.5	6	2.3	4	1.5
EMERY	4	1.5	4	1.6	7	2.6
GARFIELD	1	0.3	3	1.2	1	0.4
JUAB	2	0.7	9	3.6	6	2.2
KANE	8	3.1	2	0.8	5	1.8
MILLARD	9	3.5	7	2.8	5	1.8
MORGAN	1	0.3	0	0.0	2	0.7
PIUTE	1	0.3	0	0.0	2	0.7
RICH	1	0.3	1	0.4	0	0.0
SAN JUAN	5	1.9	9	3.6	3	1.1
SANPETE	2	0.7	5	2.0	5	1.8
SEVIER	9	3.5	5	2.0	5	1.8
UINTAH	11	4.2	11	4.3	5	1.8
WASATCH	4	1.5	5	2.0	5	1.8
WAYNE	0	0.0	1	0.4	0	0.0
PERCENTAGE OF TOTAL		32.1		32.8		24.4

IN 1984 75.6% OF ALL FATAL CRASHES OCCURRED IN TEN COUNTIES

ACCIDENTS BY COUNTY	TOTAL	FATAL	INJURY	PROP DAMAGE	NUMBER OF PERSONS KILLED	INJURED
BEAVER	222	2	47	173	4	84
BOX ELDER	1072	16	296	760	17	513
CACHE	1449	4	392	1053	4	574
CARBON	564	4	124	435	4	191
DAGGETT	35	2	8	25	3	10
DAVIS	3247	18	807	2422	20	1241
DUCHESNE	464	4	115	345	4	161
EMERY	313	7	101	205	9	181
GARFIELD	108	1	25	82	2	35
GRAND	215	9	77	129	11	143
IRON	560	9	180	369	10	364
JUAB	259	6	70	185	10	136
KANE	152	5	45	102	8	79
MILLARD	426	5	122	299	5	176
MORGAN	129	2	28	99	3	49
PIUTE	49	2	11	36	2	17
RICH	110	0	29	81	0	39
SALT LAKE	24275	85	7083	17108	92	10443
SAN JUAN	224	3	57	164	3	111
SANPETE	290	5	55	230	5	81
SEVIER	444	5	112	327	5	179
SUMMIT	781	8	183	591	10	277
TOOELE	715	9	187	519	10	318
UINTAH	702	5	167	530	6	273
UTAH	5476	25	1630	3821	29	2493
WASATCH	390	5	103	281	6	155
WASHINGTON	736	8	182	546	9	279
WAYNE	55	0	14	41	0	28
WEBER	4027	20	1227	2780	24	1857
TOTAL	74789	274	13477	33738	315	20488

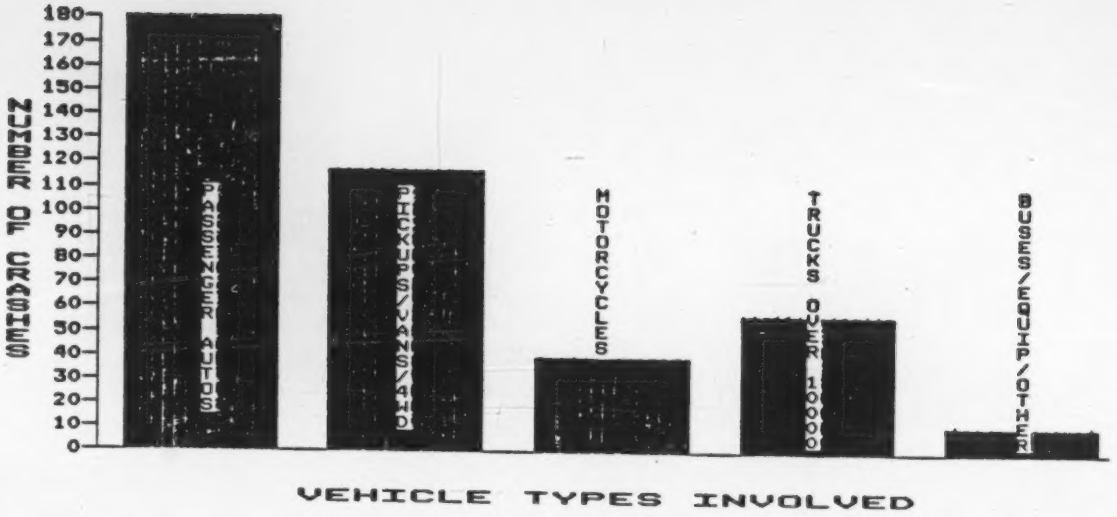
1984 FATAL CRASHES BY CITY

CITY	TOTAL	%	CITY	TOTAL	%
BOUNTIFUL	3	1.1	NO SALT LAKE	3	1.1
BRIGHAM CITY	1	0.4	OGDEN	12	4.4
CEDAR CITY	2	0.7	OREM	4	1.5
CLEARFIELD	2	0.7	PARK CITY	1	0.4
DRAPER	2	0.7	PAYSON	2	0.7
ELBERTA	1	0.4	PERRY	1	0.4
ELWOOD	1	0.4	PINTURA	1	0.4
FARMINGTON	1	0.4	PLEASANT VIEW	1	0.4
FRUIT HEIGHTS	1	0.4	PROVO	3	1.1
GREEN RIVER	1	0.4	RICHFIELD	1	0.4
HELPER	1	0.4	RIVERDALE	1	0.4
HONEYVILLE	1	0.4	SALT LAKE CITY	36	13.1
HUNTINGTON	1	0.4	SANDY	2	0.7
JENSEN	1	0.4	SANTA CLARA	1	0.4
KEARNS	2	0.7	SOUTH OGDEN	1	0.4
LAYTON	5	1.8	SO SALT LAKE	2	0.7
LEEDS	2	0.7	SPANISH FORK	2	0.7
LOGAN	1	0.4	TAYLORSVILLE	1	0.4
MAGNA	3	1.1	TOOELE	1	0.4
MAPLETON	1	0.4	TREMONTON	2	0.7
MENDON	1	0.4	UINTAH	1	0.4
MIDVALE	2	0.7	VERNAL	1	0.4
MOAB	2	0.7	WEST VALLEY	10	3.6
MURRAY	2	0.7	WOODS CROSS	1	0.4

ACCIDENTS BY CITIES	NUMBER OF ACCIDENTS TOTAL	INJURY	PROP DAMAGE
ALPINE	28	11	17
AMERICAN FORK	291	92	199
BALLARD	35	10	35
BEAVER	31	4	31
BLANDING	34	9	34
BOUNTIFUL	832	182	650
BRIGHAM CITY	252	68	184
CEDAR CITY	237	54	183
CENTERVILLE	119	30	89
CLEARFIELD	340	85	255
CLINTON	46	18	28
COALVILLE	22	7	15
DELTA	49	7	42
DRAPER	204	62	142
EAST LAYTON	45	18	27
EPHRIAM	23	4	19
FARMINGTON	95	19	76
FILLMORE	55	16	39
FRUIT HEIGHTS	44	13	31
GRANTSVILLE	57	11	46
GREEN RIVER	24	2	22
HARRISVILLE	52	17	35
HEBER	83	4	79
HELPER	31	8	23
HIGHLAND	32	13	19
HONEYVILLE	31	13	18
HUNTINGTON	26	5	21
HURRICANE	40	10	30
HYRUM	48	11	37
KANAB	28	7	21
KAYSVILLE	136	38	98
LAYTON	594	156	438
LEHI	115	36	116
LINDON	43	18	25
LOGAN	733	188	545
MAPLETON	26	9	17
MIDVALE	381	111	270
MOAB	68	13	55
MORGAN	21	3	18
MURRAY	1473	323	1150
NEPHI	67	11	56
NIBLEY	25	6	19
NORTH LOGAN	49	16	33
NORTH OGDEN	100	22	78

NORTH SALT LAKE	257	56	201
OGDEN	2105	669	1436
OREM	1489	357	1132
PARK CITY	247	28	219
PAYSON	112	21	91
PERRY	84	14	70
PLEASANT GROVE	131	35	96
PLEASANT VIEW	87	23	64
PRICE	300	47	253
PROVIDENCE	21	4	17
PROVO	1725	553	1172
RICHFIELD	101	9	92
RICHMOND	28	2	26
RIVERDALE	249	79	170
RIVERTON	100	32	68
ROOSEVELT	165	30	135
ROY	309	108	201
SALT LAKE CITY	8481	2764	5717
SANDY	1054	302	752
SMITHFIELD	74	13	61
SOUTH JORDAN	162	54	108
SOUTH OGDEN	179	42	137
SOUTH SALT LAKE	815	195	620
SOUTH WEBER	26	5	21
SPANISH FORK	178	40	138
SPRINGVILLE	185	71	114
ST GEORGE	365	61	304
SUNSET	83	22	61
SYRACUSE	23	8	15
TOOELE	233	42	191
TREMONTON	68	13	55
UINTAH	37	11	26
VERNAL	294	49	245
WASHINGTON	33	3	30
WASH. TERRACE	103	22	81
WELLINGTON	26	7	26
WENDOVER	37	2	37
WEST BOUNTIFUL	74	18	56
WEST JORDAN	574	136	438
WEST POINT	21	8	13
WEST VALLEY	2053	674	1379
WILLARD	73	12	61
WOODS CROSS	117	16	101

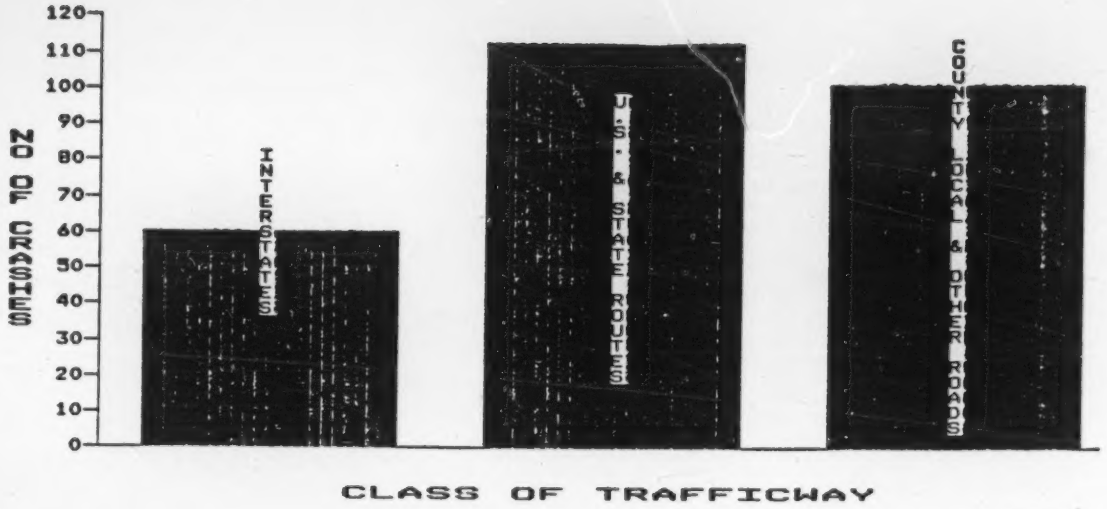
VEHICLE TYPES INVOLVED IN 1984 FATAL CRASHES



YEAR	AUTO TOTAL	%	PICKUPS VANS AND 4-WHEELERS TOTAL	%	MOTOR-CYCLES TOTAL	%	TRUCKS OVER 10,000 GVW TOTAL	%	BUSES, EQUIPMENT AND OTHER VEHICLES TOTAL	%	TOTAL VEHICLES
1982	209	56.1	96	25.8	28	7.6	35	9.4	4	1.1	372
1983	178	48.6	102	27.9	27	7.4	41	11.2	18	4.9	366
1984	180	44.5	117	29.0	39	9.7	57	14.1	11	2.7	404

IN 1984, THE NUMBER OF TRUCKS OVER 10,000 LBS. GROSS VEHICLE WEIGHT SHOWED A INCREASED INVOLVEMENT IN FATAL CRASHES COMPARED TO 1983. THE PROPORTION OF PICKUPS, VANS AND FOUR WHEELERS ALSO INCREASED IN 1984

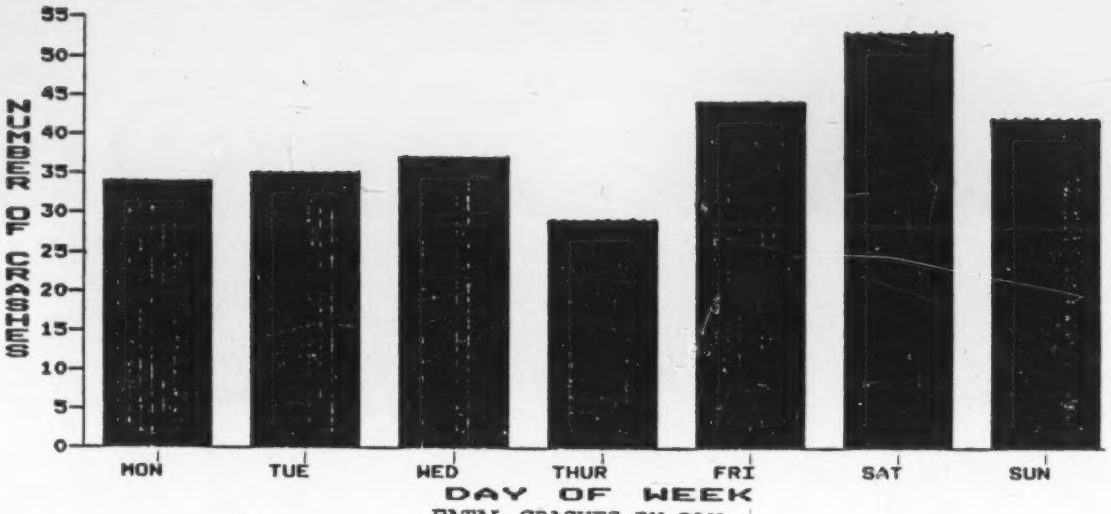
1984 FATAL CRASHES BY CLASS OF TRAFFICWAY



	INTERSTATE		OTHER U.S.& STATE ROUTES		COUNTY, LOCAL & OTHER		TOTAL
	TOTAL	%	TOTAL	%	TOTAL	%	FATAL CRASHES
1982	63	24.0	90	34.2	110	41.8	263
1983	49	19.4	100	39.5	104	41.1	253
1984	60	22.0	112	41.0	101	37.0	274

IN 1984 22% OF ALL FATAL CRASHES OCCURRED ON THE INTERSTATE SYSTEM, 41% ON OTHER U.S. AND STATE ROUTES, AND 37% OCCURRED ON THE LOCAL AND COUNTY TRAFFICWAYS.

1984 FATAL CRASHES BY TIME AND DAY



FATAL CRASHES BY DAY

	1982 TOTAL	%	1983 TOTAL	%	1984 TOTAL	%
MONDAY	38	14.4	35	13.8	34	12.4
TUESDAY	35	13.3	25	9.9	35	12.8
WEDNESDAY	24	9.1	34	13.5	37	13.5
THURSDAY	33	12.6	48	19.0	29	10.6
FRIDAY	38	14.4	39	15.4	44	16.1
SATURDAY	68	25.9	40	15.8	53	19.3
SUNDAY	27	10.3	32	12.6	42	15.3

FATAL CRASHES BY TIME OF DAY

	1982 TOTAL	%	1983 TOTAL	%	1984 TOTAL	%
MIDNIGHT-3:59AM	40	15.2	40	15.8	46	16.8
4:00AM - 7:59AM	41	15.6	30	11.9	22	8.1
8:00AM - 11:59AM	28	10.7	38	15.1	29	10.6
NOON - 3:59AM	40	15.2	35	13.8	55	20.1
4:00PM - 7:59PM	52	19.8	53	20.9	59	21.5
8:00PM-MIDNIGHT	60	22.8	57	22.5	61	22.2
UNKNOWN					2	0.7

DURING 1984, SATURDAY WAS THE MOST HEAVILY REPRESENTED DAY OF THE WEEK WITH 19% OF ALL FATAL CRASHES. THE HIGHEST TIME PERIOD FOR FATAL CRASHES IN 1984, WAS 8:00 PM TO MIDNIGHT WITH 22.2% OF ALL FATAL CRASHES OCCURRING DURING THAT TIME PERIOD.

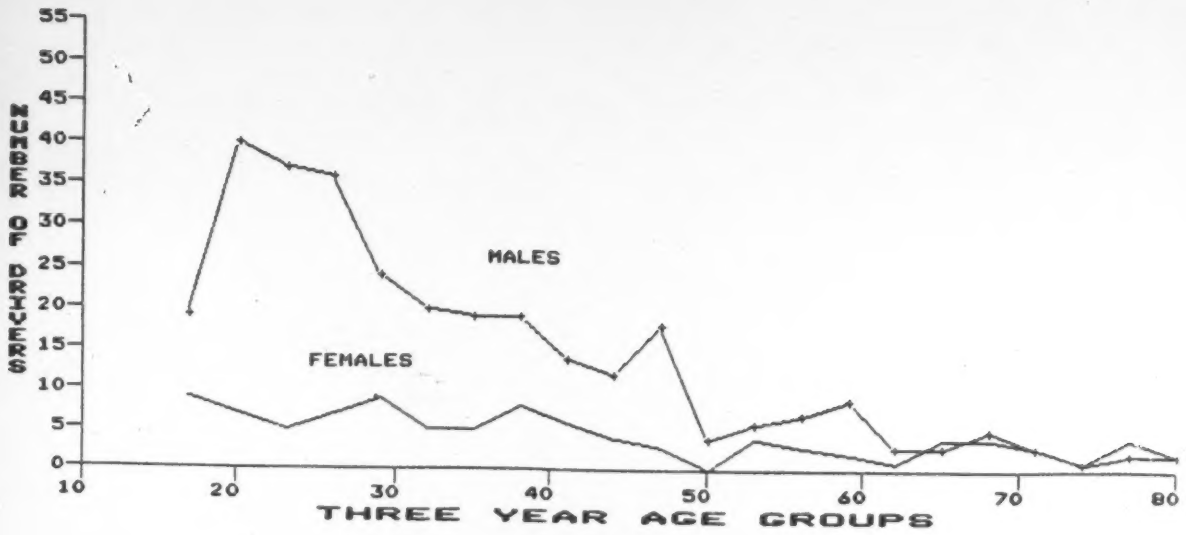
INJURY ACCIDENTS BY DAY AND TIME

TIME	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
MIDNIGHT	1	0	2	1	1	0	0
1AM	99	11	26	26	31	36	69
2AM	57	15	8	24	14	27	59
3AM	31	11	11	9	8	8	40
4AM	27	13	10	6	9	14	25
5AM	29	15	11	12	23	27	24
6AM	24	57	27	53	70	46	27
7AM	28	124	117	119	125	103	39
8AM	33	107	104	104	110	78	61
9AM	34	71	54	76	69	68	71
10AM	34	69	64	76	73	100	82
11AM	44	122	98	98	94	103	115
NOON	95	99	105	108	117	145	117
1PM	52	96	89	121	91	131	127
2PM	100	112	130	114	115	118	130
3PM	71	138	136	134	168	171	141
4PM	90	179	168	171	168	200	149
5PM	100	208	168	184	200	242	135
6PM	78	129	99	124	132	142	141
7PM	78	88	96	86	104	114	106
8PM	63	74	79	70	76	113	104
9PM	61	58	75	76	67	105	74
10PM	46	47	49	63	44	77	93
11PM	41	24	42	44	54	92	70
UNKNOWN	90	41	24	31	57	40	86
TOTAL	1406	1908	1792	1930	2020	2336	2085
PREV YR	1188	1830	1660	1756	1750	2118	2015

PROPERTY DAMAGE ACCIDENTS BY DAY AND TIME

TIME	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
MIDNIGHT	2	1	3	2	1	8	6
1AM	173	38	45	57	64	75	160
2AM	118	20	40	29	42	44	121
3AM	78	21	17	13	23	27	65
4AM	38	23	10	15	22	25	42
5AM	37	41	31	37	34	52	42
6AM	36	120	97	141	132	117	66
7AM	59	313	274	308	337	259	86
8AM	89	271	308	317	300	261	154
9AM	111	247	187	246	223	185	160
10AM	128	219	211	231	202	284	235
11AM	108	269	246	275	293	333	284
NOON	162	316	274	297	311	363	324
1PM	133	309	259	286	269	332	310
2PM	144	310	317	331	318	359	287
3PM	176	364	334	404	410	417	341
4PM	193	442	438	427	446	509	356
5PM	192	441	422	479	457	534	298
6PM	186	298	285	342	329	398	327
7PM	169	193	225	245	242	302	250
8PM	162	130	159	166	170	231	216
9PM	107	128	138	164	154	224	207
10PM	89	105	122	133	128	199	191
11PM	78	94	59	103	98	194	194
UNKNOWN	250	122	132	127	170	181	267
TOTAL	3018	4835	4633	5175	5175	5913	4989
PREV YR	2521	4226	4092	4216	4038	5082	4244

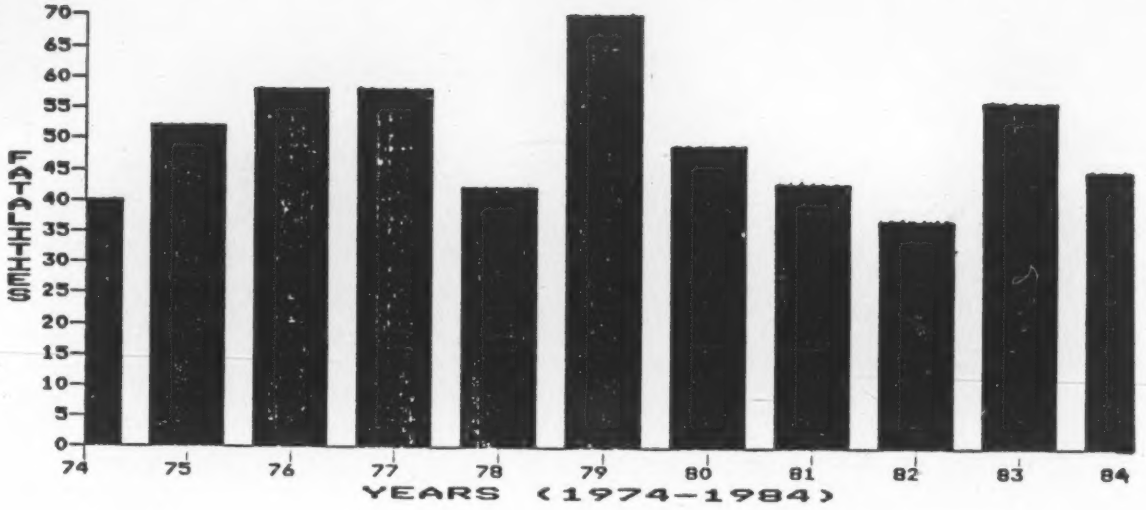
DRIVER AGE AND SEX



	MALE		FEMALE	
15 - 17	19	4.7%	9	2.2%
18 - 20	40	9.9%	7	1.7%
21 - 23	37	9.2%	5	1.2%
24 - 26	36	8.9%	7	1.7%
27 - 29	24	5.9%	9	2.2%
30 - 32	20	5.0%	5	1.2%
33 - 35	19	4.7%	5	1.2%
36 - 38	19	4.7%	8	1.9%
39 - 41	14	3.5%	6	1.5%
42 - 44	12	3.0%	4	0.9%
45 - 47	18	4.5%	3	0.7%
48 - 65	32	7.9%	14	3.5%
OVER 65	13	3.2%	14	3.5%
UNKNOWN	0	0.0%	1	0.2
UNKNOWN AGE AND SEX	4	.9%		
TOTAL	303	75.5%	97	24.5%

IN 1984 FATAL CRASHES, 32.7% OF THE DRIVERS WERE UNDER 25 YEARS OF AGE. SINCE THIS AGE GROUP OF DRIVERS MAKES UP 29% OF THE LICENSED DRIVERS IN UTAH, THEY ARE OVERREPRESENTED IN FATAL CRASHES. ADDITIONALLY, 27.5% OF THE DRIVERS INVOLVED IN 1984 FATAL CRASHES WERE UNDER AGE 25 AND MALE. SINCE THIS GROUP OF DRIVERS COMPRISE 15% OF ALL LICENSED DRIVERS IN UTAH, THEY ARE OVER-INVOLVED IN FATAL CRASHES.

PEDESTRIAN FATALITIES



1984 PEDESTRIAN ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	20	44.4
IN WEBER, DAVIS AND UTAH COUNTIES	14	31.1
BETWEEN 5:00PM - 6:59PM	4	8.9
IN URBAN AREAS	25	55.6
ON ROADWAY	39	86.6
NOT PHYSICALLY DIVIDED ROAD	25	55.6
ON ROADWAY WITH POSTED SPEED 40MPH OR LESS	28	62.2
NO TRAFFIC CONTROLS	38	84.4
DARK	27	60.0
CLEAR WEATHER	36	80.0
HIT AND RUN	5	11.1
IN SHOPPING AREAS	20	44.4
IN RESIDENTIAL AREAS	15	33.3
ON SATURDAYS	9	20.0
INVESTIGATED BY LOCAL POLICE	30	66.7
TOTAL ACCIDENTS	45	

1984 PEDESTRIAN/BICYCLISTS FATAL ACCIDENTS

DRIVER SUMMARY

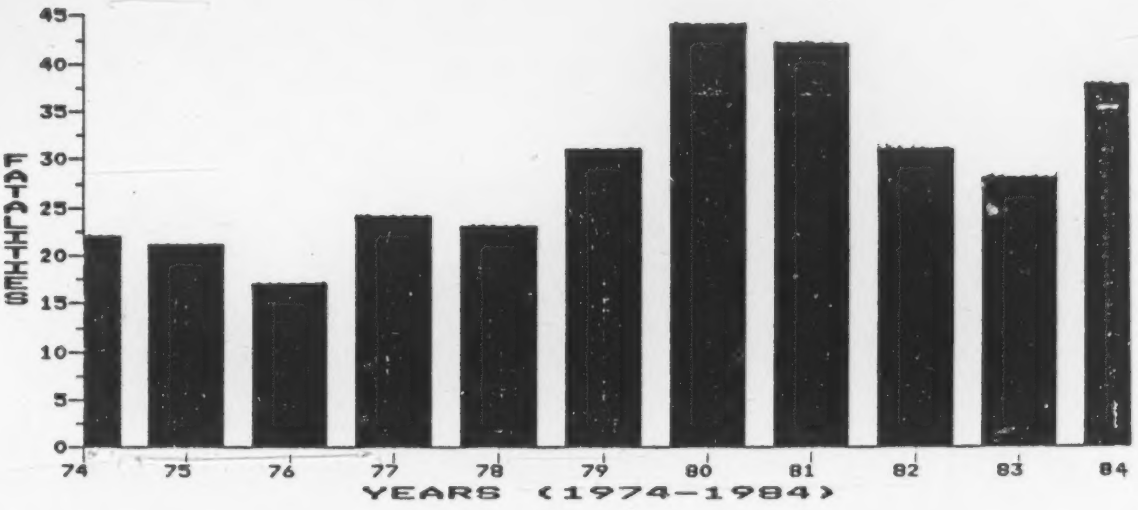
	TOTAL	PERCENT
UTAH DRIVERS	35	70.0
TRAVELING 40 MPH OR LESS	24	48.0
TRAVELING STRAIGHT	45	90.0
DROVE RECKLESSLY	3	6.0
FAILED TO YIELD	7	14.0
WERE SPEEDING	6	12.0
WERE DRINKING	8	16.0
DID NOT CONTRIBUTE	22	44.0
TOTAL DRIVERS	50	

PEDESTRIANS KILLED

	TOTAL	PERCENT
UNDER 4 YEARS OF AGE	4	8.9
AGE 5 - 12	5	11.2
AGE 13 - 15	1	2.2
AGE 16 - 18	2	4.4
AGE 19 - 25	2	4.4
AGE 26 - 60	21	46.7
AGE 60 AND ABOVE	10	22.2
MALE	35	77.8
IN A CROSSWALK	5	11.2
NOT IN A CROSSWALK NOR AT INTERSECTION	34	75.5
HAD BEEN DRINKING	16	36.0
RAN INTO ROADWAY	2	4.4
CROSSING IMPROPERLY	14	31.1

THERE WERE 45 PEDESTRIANS KILLED IN 1984 AS COMPARED TO 56 IN 1983. THE PEDESTRIAN MOST OFTEN CONTRIBUTED TO THE ACCIDENT BY CROSSING IMPROPERLY WHEN VISIBILITY IS LOW DUE TO DARKNESS. 36.0% OF THE PEDESTRIANS KILLED HAD BEEN DRINKING. THERE WERE 7 BICYCLISTS KILLED IN 1984 AS COMPARED TO 3 IN 1983.

MOTORCYCLE FATAL ACCIDENTS



1984 ACCIDENT SUMMARY

	TOTAL	PERCENT
IN SALT LAKE COUNTY	17	43.6
IN WEBER, DAVIS AND UTAH COUNTIES	13	33.3
BETWEEN 5:00PM AND MIDNIGHT	22	56.4
IN URBAN AREAS	17	43.6
COLLISION WITH ANOTHER VEHICLE	21	53.8
CLEAR WEATHER	38	97.4
TOTAL ACCIDENTS	39	

1984 MOTORCYCLE ACCIDENTS

DRIVER SUMMARY

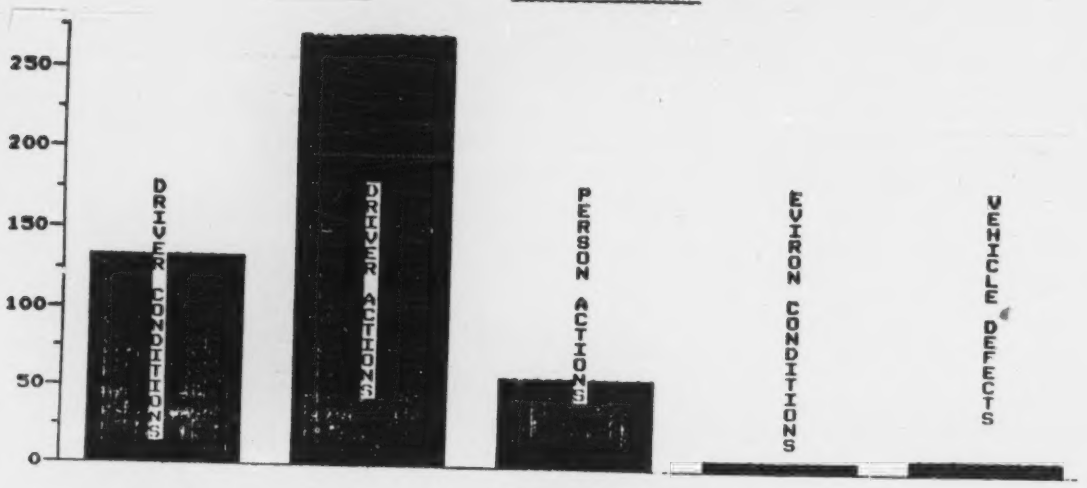
	TOTAL	PERCENT
UNDER 25 YEARS OF AGE	19	48.7
MALE	35	89.7
NO MOTORCYCLE HELMET	29	74.4
HAD BEEN DRINKING	17	43.6
BAC GREATER THAN .08%	15	38.5
SPEEDING	19	48.7
RECKLESS/CARELESS	4	10.3
TOTAL DRIVERS	39	

MOTORCYCLISTS KILLED

	TOTAL	PERCENT
DRIVERS KILLED	37	97.4
UNDER 25 YEARS OF AGE	18	47.4
MALE	34	89.5
NO MOTORCYCLE HELMET	31	81.6
BAC OVER .08%	15	39.5
PASSENGERS KILLED	1	16.7
NO MOTORCYCLE HELMET	1	100.0

94.7% OF THE MOTORCYCLE DRIVERS INVOLVED IN 1984 FATAL MOTORCYCLE ACCIDENTS WERE KILLED AND 16.7% OF THE PASSENGERS INVOLVED WERE KILLED. THERE WERE 38 MOTORCYCLISTS KILLED OF WHICH 6 WERE WEARING HELMETS.

CONTRIBUTING FACTORS IN 1984 FATAL CRASHES



DRIVER CONDITIONS

	TOTAL	PERCENT
DROWSY/ASLEEP	24	5.9
DRINKING	105	26.0
OTHER	4	0.9
SUBTOTAL	133	32.9

DRIVER ACTIONS

	TOTAL	PERCENT
SPEEDING	115	28.5
FAILURE TO YIELD	36	8.9
FAILURE TO OBEY TRAFFIC CONTROLS	15	3.7
WRONG SIDE OF ROAD	30	7.4
IMPROPER PASSING	7	1.7
RECKLESS DRIVING	50	12.4
OTHER	12	3.0
SUBTOTAL	271	68.1

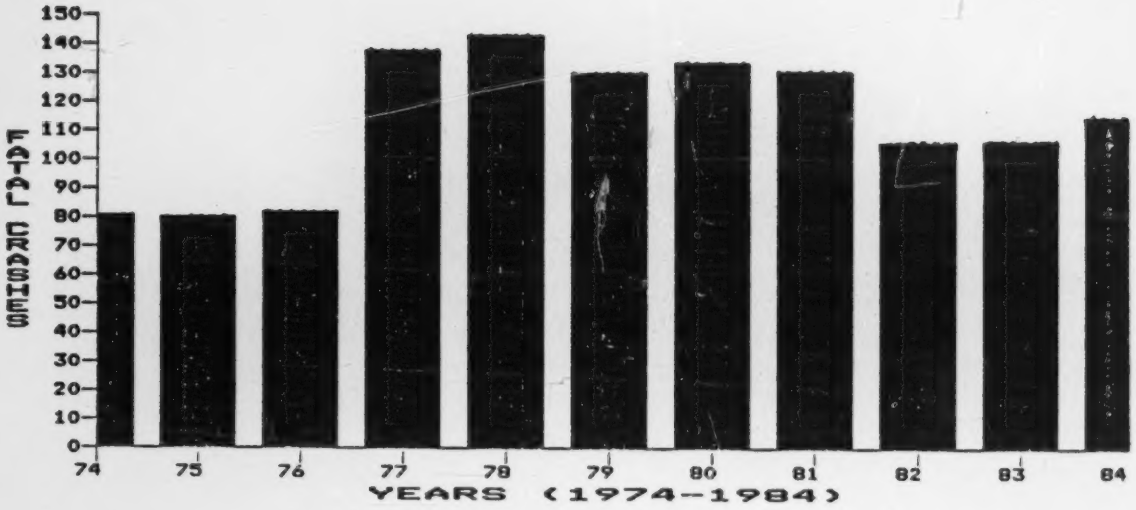
PERSON ACTIONS

	TOTAL	PERCENT
DRINKING	19	2.3
IMPROPER CROSSING	20	2.5
WALKING IN ROADWAY	13	1.6
OTHER	6	.7
SUBTOTAL	58	7.1
ENVIRONMENTAL CONDITIONS	7	2.6
VEHICLE DEFECTS	9	2.2

IN 1984 SPEEDING WAS THE LEADING CONTRIBUTING CIRCUMSTANCE OF FATAL CRASHES. DRINKING IS NOTED AS A CONTRIBUTING FACTOR FOR 26% OF THE DRIVERS. SOME ACCIDENTS HAD MORE THAN ONE CONTRIBUTING FACTOR.

CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PROPERTY DAMAGE
SPEED TOO FAST	8206	115	2708	5383
FAILURE TO YIELD RIGHT OF WAY	8001	36	2586	5379
DROVE LEFT OF CENTER	1301	30	467	804
IMPROPER OVERTAKING	1136	7	288	841
PASSED STOP SIGN	823	6	364	453
DISREGARD TRAFFIC SIGNAL	1530	3	637	890
FOLLOWING TOO CLOSELY	3153	2	1013	2138
IMPROPER TURN	2916	6	660	2250
HAD BEEN DRINKING	2806	105	1306	1395
UNDER THE INFLUENCE OF DRUGS	100	0	47	53
EYESIGHT DEFECTIVE UNCORRECTED	82	0	28	54
ASLEEP	599	24	314	261
FATIGUED	226	0	101	125
ILL	117	2	68	47
IMPROPER PARKING	616	8	82	526
IMPROPER LOOKOUT	12675	0	3224	9451
IMPROPER OR NO SIGNAL	185	0	39	146
OTHER IMPROPER DRIVING	6297	41	1687	4569
BRAKES DEFECTIVE	418	3	126	289
HEADLIGHTS DEFECTIVE	85	0	43	42
HEADLIGHTS GLARING	12	0	2	10
OTHER LIGHTS DEFECTIVE	104	0	33	71
STEERING MECHANISM DEFECTIVE	84	0	31	53
TIRES DEFECTIVE	208	0	85	123
WINDSHIELD NOT CLEAR	131	1	43	87
OTHER DEFECTIVE CONDITION	591	1	130	460
TOTAL	52402	390	16112	35900
TOTAL PREV YEAR	45260	333	14525	30402

1984 DRIVER CONTRIBUTING FACTORS
SPEEDING



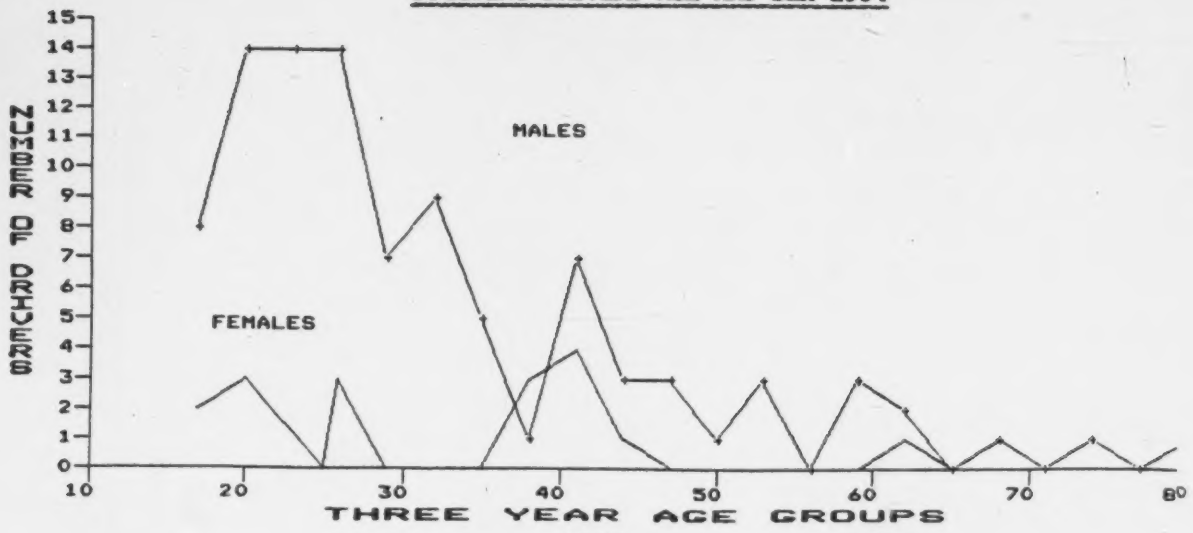
SPEEDING ACCIDENT SUMMARY 1984

	TOTAL	PERCENT
IN RURAL AREAS	90	78.3
COLLISION WITH ANOTHER VEHICLE	29	25.2
OVERTURN	46	40.0
ON DRY ROADS	92	80.0
CLEAR WEATHER	95	82.6
TOTAL ACCIDENTS	115	

DRIVERS KILLED IN SPEED RELATED ACCIDENTS 1984

	TOTAL	PERCENT
DRIVERS KILLED	80	45.7
MALE	65	81.2
UNDER 25 YEARS OF AGE	29	36.3
NO RESTRAINT USE	74	92.5

SPEEDING DRIVERS AGE AND SEX 1984



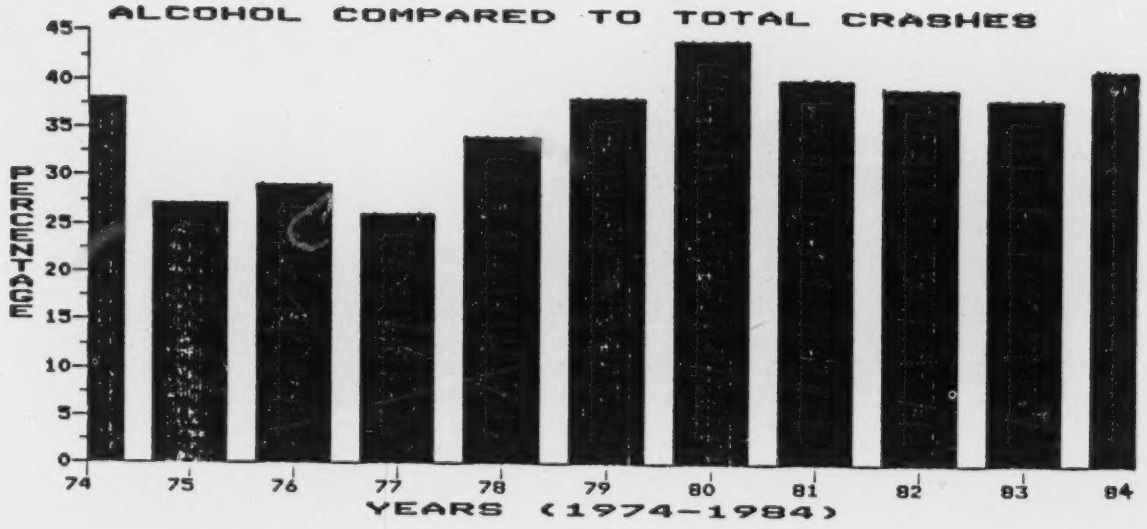
	MALE		FEMALE	
	TOTAL	%	TOTAL	%
15 - 17	8	7.0	2	1.7
18 - 20	14	12.2	3	2.6
21 - 23	14	12.2	0	0.0
24 - 26	14	12.2	3	2.6
27 - 29	7	6.1	0	0.0
30 - 32	9	7.8	0	0.0
33 - 35	5	4.3	0	0.0
36 - 38	1	.9	3	2.6
39 - 41	7	6.1	4	3.4
42 - 44	3	2.6	1	0.9
45 - 47	3	2.6	0	0.0
48 - 65	9	7.8	1	0.9
OVER 65	3	2.6	1	0.9
TOTAL	97	84.4	18	15.6

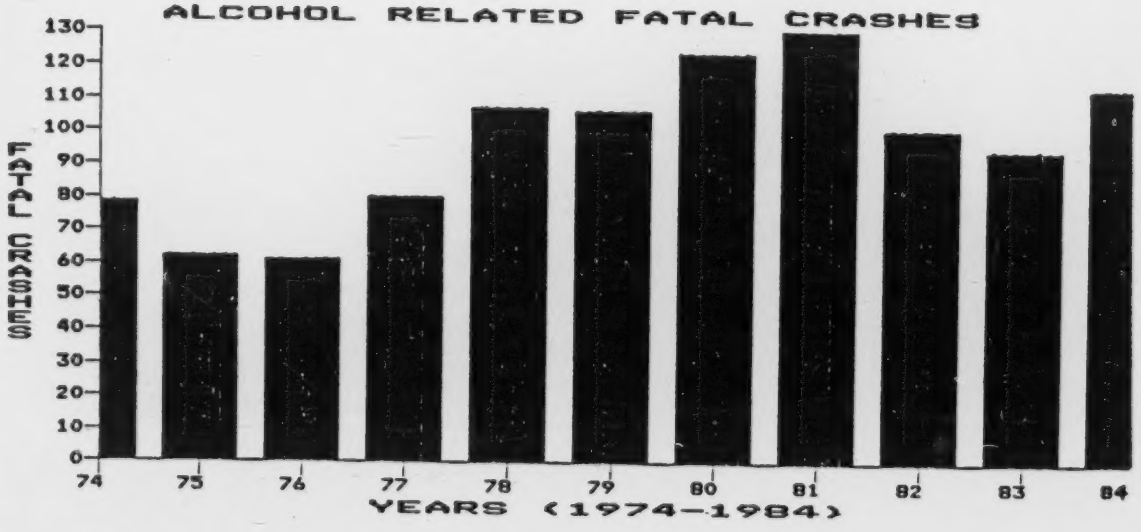
SPEEDING DRIVER SUMMARY

	TOTAL	PERCENT
NO RESTRAINTS USED	106	92.1
UTAH DRIVERS	87	75.6
SPEEDS OVER 55	65	56.5
PREVIOUS ACCIDENTS	5	4.3
PREVIOUS SUSPENSIONS	19	16.5
PREVIOUS DUI'S	13	11.3
PREVIOUS SPEED	45	39.1
PREVIOUS OTHER HARMFUL	22	19.1
TOTAL DRIVERS	115	

IN 1984 FATAL CRASHES, 24.4% OF THE SPEEDING DRIVERS WERE FROM OUT OF STATE. 35.7% OF THE DRIVERS WHO CONTRIBUTED BY SPEEDING WERE UNDER 24 YEARS OF AGE AND 84.4% WERE MALE. 40.0% OF THE FATAL CRASHES INVOLVING EXCESSIVE SPEED RESULTED IN OVERTURNS.

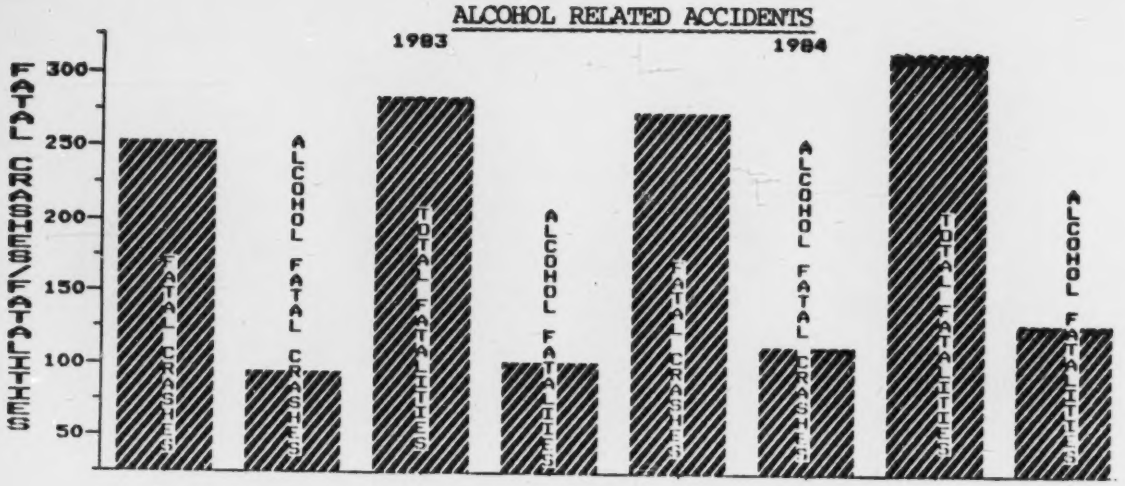
1984 ALCOHOL RELATED FATAL CRASHES AND FATALITIES





THE HIGHEST YEAR FOR ALCOHOL RELATED FATALITIES SINCE 1973 WAS 1981
THE YEAR WITH THE GREATEST PERCENTAGE OF ALCOHOL RELATED FATAL CRASHES SINCE 1973 WAS 1980

ALCOHOL RELATED ACCIDENTS



1983-84 COMPARISON

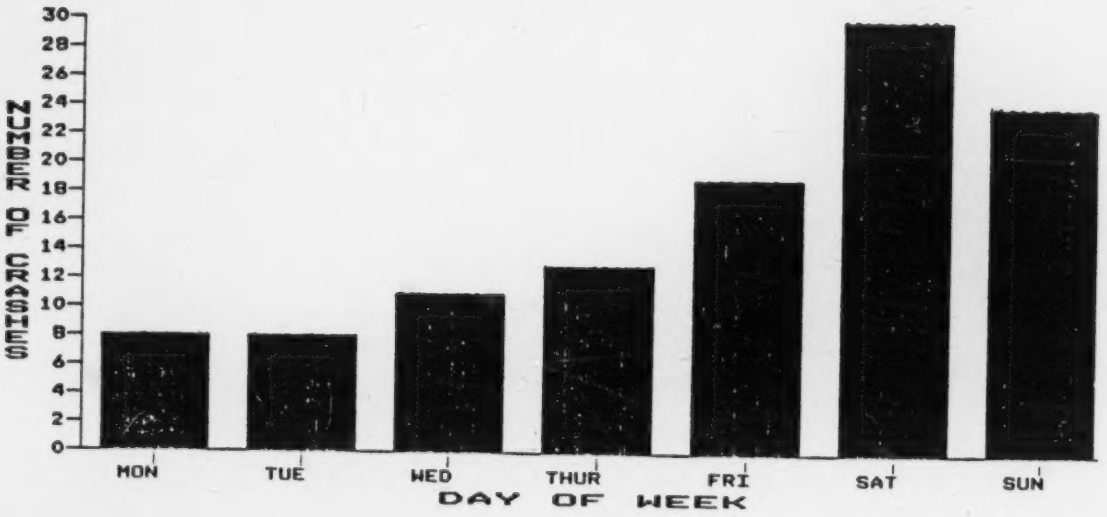
	1982	1983	1984
TOTAL FATAL CRASHES	263	253	274
TOTAL FATALITIES	296	283	315
TOTAL ALCOHOL FATAL CRASHES	100	94	113
TOTAL ALCOHOL RELATED FATALITIES	113	101	129
TOTAL PEOPLE KILLED	113	101	129
TOTAL DRIVERS KILLED	61	58	78
TOTAL PASSENGERS KILLED	35	21	28
TOTAL PEDESTRIANS KILLED	15	22	19
TOTAL BICYCLISTS KILLED	2	0	1

ACCIDENT SUMMARY
ALCOHOL RELATED ACCIDENTS BY MONTH

	TOTAL	PERCENT
JANUARY	4	3.5
FEBRUARY	4	3.5
MARCH	7	6.2
APRIL	9	8.0
MAY	15	13.3
JUNE	19	16.8
JULY	9	8.0
AUGUST	15	13.3
SEPTEMBER	10	8.9
OCTOBER	6	5.3
NOVEMBER	7	6.2
DECEMBER	8	7.0

IN 1984 ALCOHOL RELATED FATAL CRASHES 13.3% OCCURRED IN MAY, 16.8% IN JUNE AND 13.3% IN AUGUST.

ALCOHOL ACCIDENTS BY TIME AND DAY 1984



DAY OF WEEK

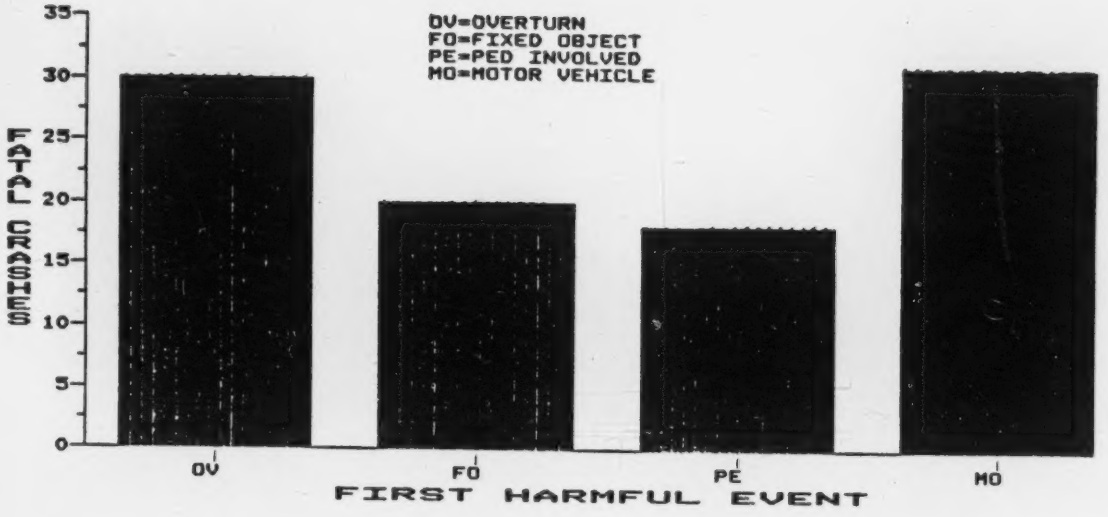
	TOTAL	PERCENT
MONDAY	8	7.1
TUESDAY	8	7.1
WEDNESDAY	11	9.7
THURSDAY	13	11.5
FRIDAY	19	16.8
SATURDAY	30	26.6
SUNDAY	24	21.2

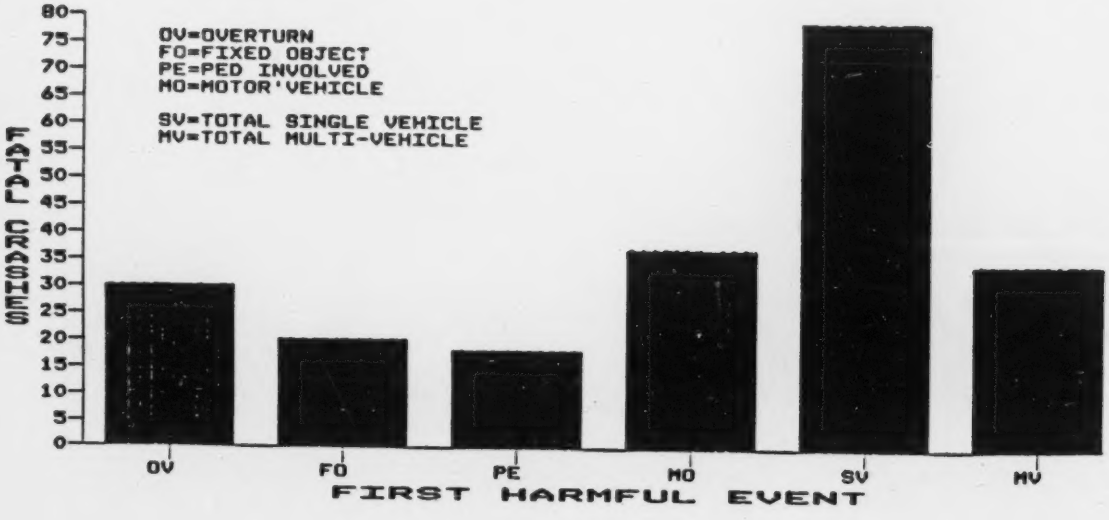
TIME OF DAY

	TOTAL	PERCENT
MIDNIGHT-3:59AM	33	29.2
4:00AM-7:59AM	6	5.3
8:00AM-11:59AM	5	4.4
NOON-3:59PM	7	6.2
4:00PM-7:59PM	18	15.9
8:00PM-11:59PM	43	38.1
UNKNOWN	1	0.9

IN 1984 ALCOHOL RELATED FATAL CRASHES 67.3% OCCURRED BETWEEN 8P.M. AND 4A.M. AND 26.6 OCCURRED ON SATURDAY.

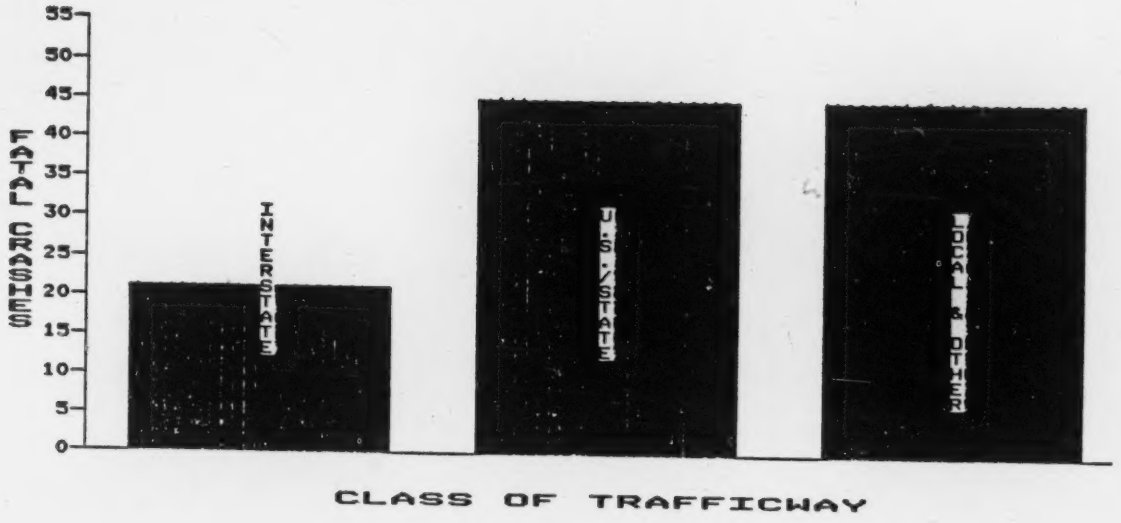
1984 ALCOHOL RELATED FATAL CRASHES
FIRST HARMFUL EVENT

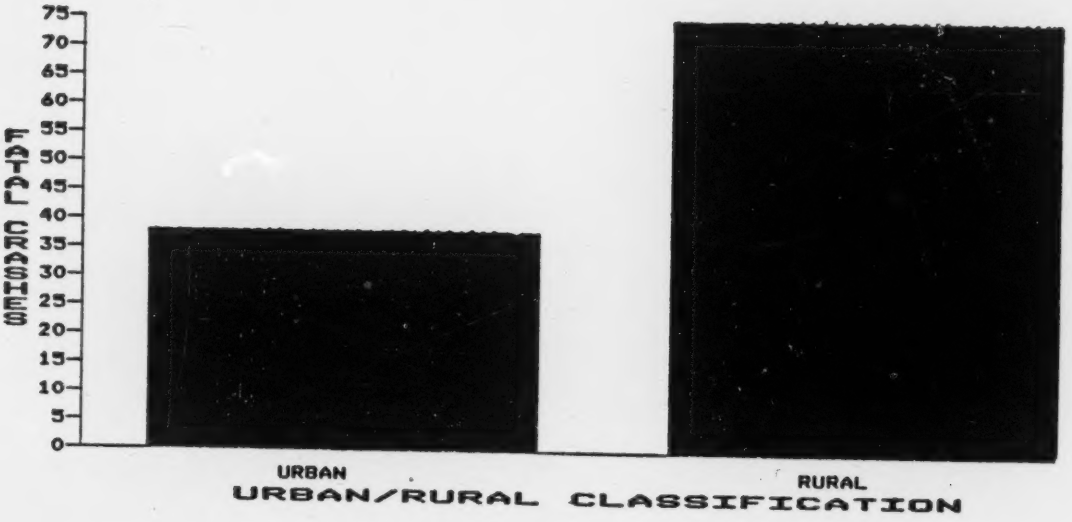




IN 1984 ALCOHOL RELATED FATAL CRASHES, 32.7% (37) INVOLVED A COLLISION WITH ANOTHER VEHICLE AND 69.9% (79) INVOLVED ONLY ONE VEHICLE

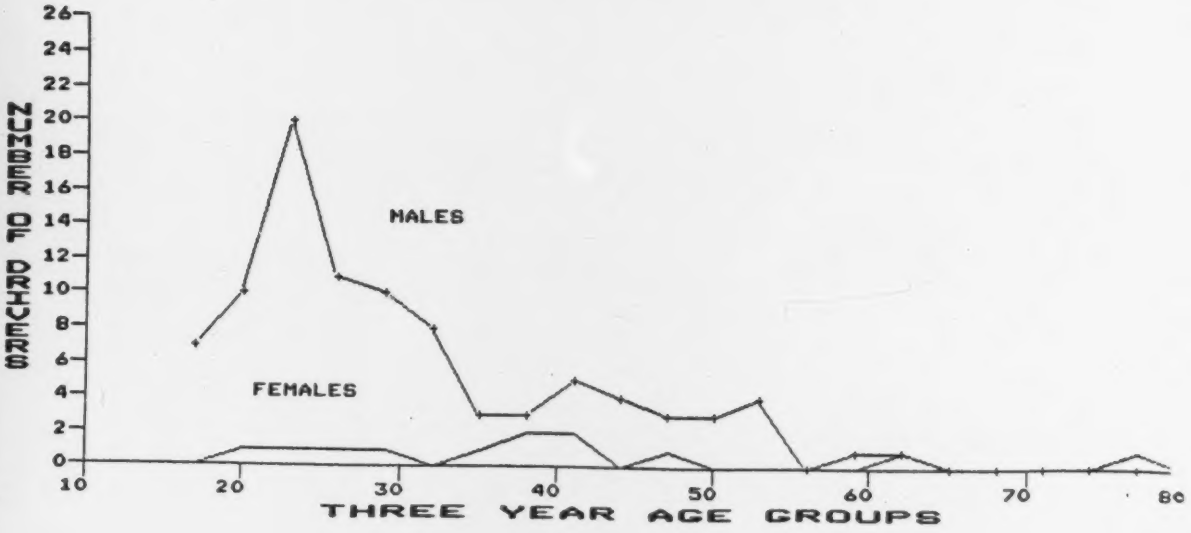
1984 ALCOHOL RELATED FATAL CRASHES BY CLASS OF TRAFFICWAY





IN 1984, 66.3% (75) ALCOHOL RELATED FATAL CRASHES OCCURRED IN RURAL AREAS AND 39.8% (45) WERE ON LOCAL ROADS

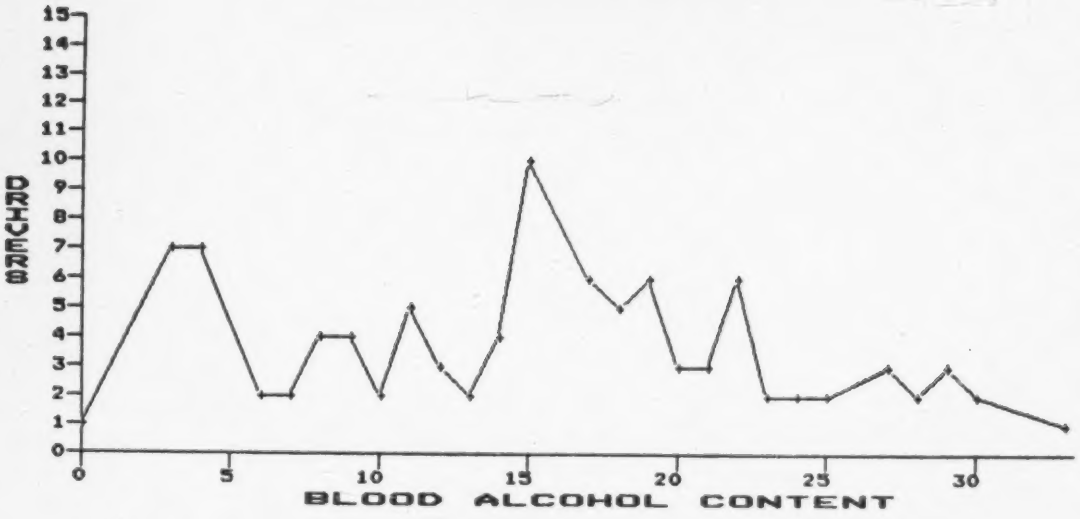
DRIVERS WHO CONTRIBUTED IN ALCOHOL RELATED FATAL CRASHES AGE AND SEX 1984



	MALE	FEMALE
15 - 17	7	0
18 - 20	10	1
21 - 23	20	1
24 - 26	11	1
27 - 29	10	1
30 - 32	8	0
33 - 35	3	1
36 - 38	3	2
39 - 41	5	2
42 - 44	4	0
45 - 47	3	1
48 - 65	9	1
OVER 65	0	1
TOTAL	93	12

IN 1984 ALCOHOL RELATED FATAL CRASHES, 16.2%OF THE DRIVERS WERE UNDER 21 YEARS OLD AND MALE.

DRINKING DRIVERS IN ALCOHOL RELATED FATAL CRASHES
BLOOD ALCOHOL CONTENT

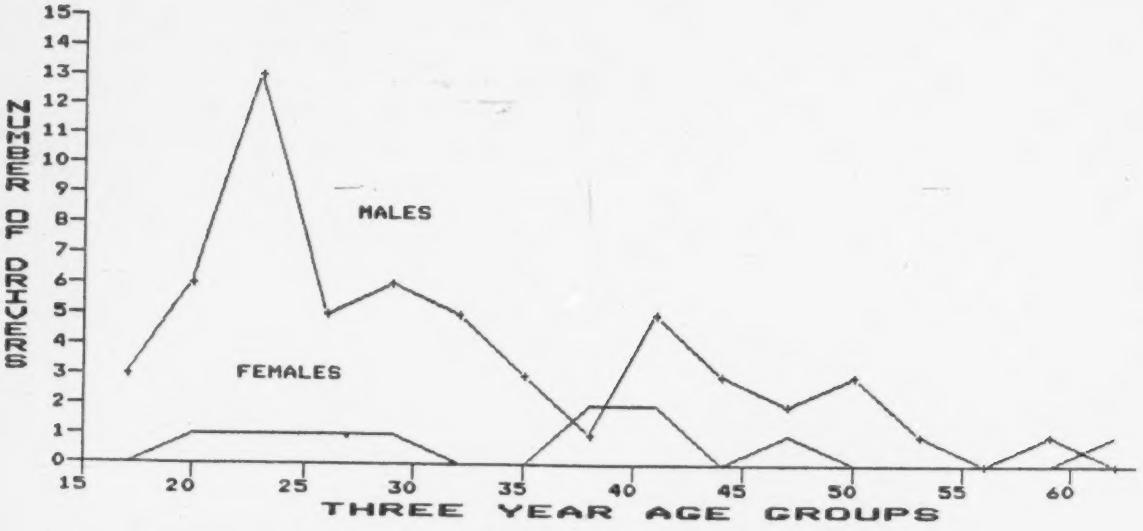


AVERAGE B.A.C. .16

B.A.C.	TOTAL	B.A.C.	TOTAL
.00	1	.19	6
.03	7	.20	3
.04	7	.21	3
.06	2	.22	6
.07	2	.23	2
.08	4	.24	2
.09	4	.25	2
.10	2	.27	3
.11	5	.28	2
.12	3	.29	3
.13	2	.30	2
.14	4	.32	1
.15	10	.33	1
.17	6	RESULTS UNKNOWN	1
.18	5	UNKNOWN	4

81.9% OF THE DRIVERS WHO CONTRIBUTED BY DRINKING IN ALCOHOL RELATED FATAL CRASHES HAD A BLOOD ALCOHOL CONTENT OF .08 OR GREATER.

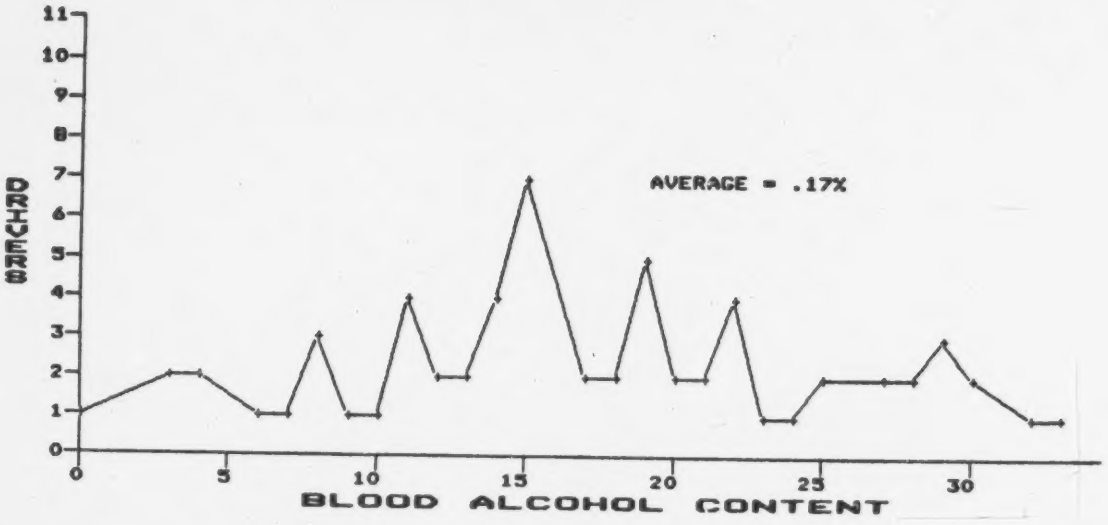
DRIVERS KILLED IN ALCOHOL RELATED ACCIDENTS
AGE AND SEX



	MALE	FEMALE
15 - 17	3	0
18 - 20	6	1
21 - 23	13	1
24 - 26	5	1
27 - 29	6	1
30 - 32	5	0
33 - 35	3	0
36 - 38	1	2
39 - 41	5	2
42 - 44	3	0
45 - 47	2	1
48 - 65	5	1
OVER 65	0	0
TOTAL	57	10

13.4% OF THE DRIVERS KILLED IN ALCOHOL RELATED FATAL CRASHES WERE UNDER 21 YEARS OLD AND MALE.

DRIVERS KILLED IN ALCOHOL RELATED ACCIDENTS
BLOOD ALCOHOL CONTENT



B.A.C	TOTAL	B.A.C.	TOTAL
.00	1	.17	2
.03	2	.18	2
.04	2	.19	5
.06	1	.20	2
.07	1	.21	2
.08	3	.22	4
.09	1	.23	1
.10	1	.24	1
.11	4	.26	2
.12	2	.27	2
.13	2	.28	2
.14	4	.29	3
.15	7	.30	2
		.33	1
		RESULTS UNKNOWN	1
		UNKNOWN	3

84.8% (89) OF THE DRIVERS INVOLVED IN ALCOHOL RELATED ACCIDENTS WERE UTAH DRIVERS. 3% (3) WERE SUSPENDED OR REVOKED AT THE TIME OF THE ACCIDENT. 19% (20) HAD PREVIOUS SUSPENSIONS ON THEIR DRIVING RECORD AND 15.2% (16) HAD PREVIOUS DUI'S.

1984 ALCOHOL RELATED FATAL ACCIDENTS BY COUNTY

	ACCIDENTS	FATALITIES
BEAVER	1	2
BOX ELDER	4	4
CACHE	0	0
CARBON	1	1
DAGGETT	0	0
DAVIS	4	5
DUCHESNE	0	0
EMERY	4	5
GARFIELD	1	2
GRAND	3	3
IRON	1	1
JUAB	1	1
KANE	3	6
MILLARD	3	3
MORGAN	2	3
PIUTE	2	2
RICH	0	0
SALT LAKE	36	38
SAN JUAN	1	1
SANPETE	4	4
SEVIER	1	1
SUMMIT	6	7
TOOELE	3	4
UINTAH	3	3
UTAH	9	9
WASATCH	3	4
WASHINGTON	5	6
WAYNE	0	0
WEBER	12	14

IN 1984, 60.2% OF ALL ALCOHOL RELATED FATAL CRASHES OCCURRED IN FIVE COUNTIES: SALT LAKE, WEBER, UTAH, SUMMIT AND WASHINGTON.

ALCOHOL RELATED FATAL ACCIDENTS
BY CITY

	ACCIDENTS	FATALITIES
CLEARFIELD	1	2
ELWOOD	1	1
FARMINGTON	1	1
HONEYVILLE	1	1
HUNTINGTON	1	2
LAYTON	1	1
MAGNA	1	1
MIDVALE	1	1
MOAB	1	1
MURRAY	2	2
NO SALT LAKE	1	1
OGDEN	9	11
OREM	1	1
PARK CITY	1	1
PAYSON	1	1
PERRY	1	1
PROVO	1	1
SALT LAKE	14	14
SANTA CLARA	1	1
SOUTH SALT LAKE	2	2
SPANISH FORK	2	2
TAYLORSVILLE	1	1
UINTAH	1	1
VERNAL	1	1
WEST VALLEY	6	8

OCCUPANT PROTECTION

CHILD RESTRAINTS HAVE BEEN OF PARTICULAR INTEREST IN THE PAST YEAR. A NEW LAW REQUIRING PARENTS AND GUARDIANS TO PUT THEIR INFANTS AND TODDLERS UNDER AGE FIVE IN APPROPRIATE RESTRAINTS WENT IN TO EFFECT JULY 1,1984.

DURING 1984 THERE WERE 130 CHILDREN AGES 0 - 4 INJURED AND 3 KILLED IN HIGHWAY CRASHES. OF THIS GROUP 28 WERE WEARING SOME TYPE OF RESTRAINT. DURING THE PRIOR FOUR YEARS (1980-1983) THERE WAS A TOTAL OF 32 YOUNGSTERS KILLED AND 530 INJURED IN AUTO CRASHES. OF THIS GROUP 483 WERE NOT RESTRAINED WHILE 49 WERE IN CAR SEATS OR BELTS.

IN 1984 THERE WERE 749 DRIVERS AND PASSENGERS INVOLVED IN FATAL CRASHES. OF THIS GROUP 697 WERE NOT WEARING SEAT BELTS AND 47 WERE WEARING SOME TYPE OF RESTRAINT.

OCCUPANT RESTRAINTS ARE FOR ALL AGES. OVERALL THERE WERE 20,487 INJURIES DURING 1984. OF THIS NUMBER 3488 WERE BELTED AND 15,719 WERE NOT GIVEN ANY PROTECTION WITH RESTRAINT DEVICES.